

CLASSIFICATION SECRET NOFORN		
COUNTRY <u>East Germany</u>	REPORT	25X1
TOPIC <u>Jueterbog Airfield</u>		
EVALUATION	OBTAINED	25X1
DATE OF COM		25X1
DATE OBTAIN	DATE PREPARED <u>16 August 1955</u>	
REFERENCES		
PAGES <u>4</u>	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		

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1. The following air activity and aircraft were observed at Jueterbog airfield between 5 and 9 July 1955:

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5 July. At 1600, one Il-28 towing a sleeve target took off and crossed over the firing range for about 45 minutes. Light AA guns fired at the sleeve target. There was no air activity by jet fighters.

6 July. At 0700, jet fighters were towed from the northern hangars to the eastern end of the runway. At 0730, jet fighters took off at intervals of 20 to 25 minutes and made local flights which lasted for 8 minutes. At 1000, elements of two jet fighters took off at intervals of about 10 to 15 minutes heading toward the Golm Hill. The aircraft remained aloft for about 25 minutes each. At about 1500, air activity was discontinued. A total of 18 MiG-15s

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were involved in the exercise. At 1600, six Il-10s landed at the field. These aircraft had red propeller hubs and a vertical blue stripe at the rear edge of the rudder.

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7 July. At 0600, 30 jet fighters from the northern and western hangars and 4 Il-28s were parked at the eastern end of the runway. Until about 1600, take-offs and landings by jet fighters were practiced. The MiG-15s always flew in elements of two while the MiG-15s or U-MiG-15s made individual flights. In the meantime, Il-28s towing sleeve targets crossed over the firing range where the targets were fired at by light AA guns. Il-28s without sleeve targets were also seen aloft. The Il-20s which had landed at the field on the preceding day, also participated in air activity. They fired at ground targets and then left the field, without landing again at Jueterbog airfield. Air activity continued until nightfall.

At 1800, six biplanes took off and headed toward Markendorf.

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8 July. The same intensive air activity as on 7 July, lasting until 1600, was observed. At 1600, a four-engined transport aircraft landed at the field. This aircraft was parked in front of the southwestern hangar and crates were unloaded. At 1800, the transport aircraft took off and headed toward Markendorf.

9 July. There was no air activity. The jet fighters from the northern and western hangars were parked in front of them and maintenance work, mainly on landing gears, was done by personnel. The four Il-28s from one of the western hangars were parked in front of this building and maintenance work was being done.

2. It did not appear as if all of the old MiG-15s were still stationed at the airfield. MiG-15s were almost exclusively involved in air activity conducted during the preceding days. Only a few MiG-15s or U-MiG-15s were seen. 2


3. The following differences between MiG-15s and MiG-17s were noted during air activity:

When compared with MiG-15s, which have two boundary layer fences, it was noted that the MiG-17s are provided with an additional boundary layer fence which is fitted near the fuselage. The end of this boundary layer fence is at the point where the straight section of the wing meets the trailing edge of the swept-back wing. An antenna rod is fitted forward and aft of the cabin the same as observed on MiG-15s, but without a wire leading to the rudder assembly. A small vertical rod was fitted about 1.5 meters behind the trailing edge of the cabin. The canopy was opened by sliding it to the rear. 3

4. The following air activity and aircraft were observed between 15 and 21 July:

15 July. There was night air activity by jet fighters. Between 0100 and 0300, the aircraft flew individually under the clouds at an altitude of about 2,000 meters. East and northeast of the field, three searchlights each tried to catch the individual planes. When a plane was caught by all searchlights, it dived, zoomed up steeply, or made a steep turn. It was the assumption that the aircraft remained aloft until the three searchlights had fixed on it, and subsequently, the aircraft moved out of the searchlight beams. Afterwards only individual jet fighters flew into the beams of searchlights. While approaching the field and landing, the aircraft had set position lights. Eight take-offs were observed.

Between 0700 and 0900, 40 take-offs and landings were made at intervals of about 3 minutes. The aircraft made local flights. At about 1000, about 45 jet fighters and 4 Il-28s were observed at the field. Between 1000 and 1200, take-offs and landings were performed at intervals of about 3 minutes. About 20 jet fighters were involved in flying practices. About 6 to 10 aircraft were seen aloft. Two local flights were made by each aircraft at altitudes of about 2,000 meters. At 1110, two elements of two jet fighters took off in rapid succession, assembled to a formation of four and made local flights.

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18 July. Air activity started at 1430. Three jet fighters took off in rapid succession and crossed over the field in flight formation at an altitude of about 1,500 meters three minutes later. The aircraft flew in close-order formation in a northeasterly direction. Subsequently after the first flight took off, the next three jet fighters took off individually, crossed over the field in flight formation, and headed toward the northeast. Subsequently, two Il-28s took off in rapid succession and left the field. Three to four individual take-offs by jet fighters, which made local flights at altitudes of about 2,000 meters, were also observed. The aircraft remained aloft for about 15 minutes. At about 1510, two Il-28s landed one behind the other at the field. A formation of three jet fighters approached the field and landed in dispersed formation after they had made a large right bank. A total of 36 jet fighters and 4 Il-28s were parked at the taxiway.

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21 July. At about 1630, no air activity was observed. The airfield was occupied by 4 Il-28s and about 60 jet fighters, 25 of which were parked in front of the western hangars and about 20 in front of the northern hangars, 11 at the eastern end and 4 northeast of the eastern runway end. Fifteen tank trucks and trailers were parked near the runway and four tank trucks with trailers left the fuel depot at the southern edge of the field.¹

5. During air activity, two to three radio trucks were parked along the runway at intervals of about 100 meters. A single-mast radio station remained unchanged at the flying lane on the eastern extension of the runway. A single-mast radio station, one mast fitted with an Umbrella-type aerial, and one four-mast radio station were located in the area northwest of Jueterbog bath. A decimeter antenna, which apparently had only one reflector, was observed for the first time at the flying lane. The mast of the decimeter antenna was about 15 meters high. One Kniferest radar set was observed north of the hangars between the storage sheds and quartering billets. 4
6. The AA gun emplacement east of the runway was still equipped with 6 x 37-mm AA guns. On 18 July, the emplacement was occupied and the barrels were pointed toward the runway. 5

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8. In comparison with MiG-15, each of the [redacted] about 30 cm. long [redacted] location of the [redacted] back of wings and shape of wing tips were only noticed when the aircraft were aloft. The wing root was rather forward, so that the leading edge was almost in line [redacted]

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[redacted] About 25 MiG-15s were observed at Jueterbog airfield. 3

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9. At about 0800 on 4 July, it was observed from a distance that there was intensive air activity by jet fighters at Jueterbog airfield. Local flights, which lasted about 3 to 4 minutes, were observed at an altitude of 300 to 400 meters.1

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1. Comment. Jueterbog airfield is apparently still occupied by two fighter regiments. The four-Il-28s are used as target representation for AA guns. Air activity agrees with previous information. About 60 jet fighters were observed at the field.

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It was assumed that Po-2s, which remained unchanged at Jueterbog-Damm airfield, are liaison aircraft of Hq 3rd Gds Mecz Army.

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2. Comment. It has not yet been determined whether surplus MiG-15s have been flown out by air or shipped in aircraft crates.

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3. Comment. Construction differences between MiG-15s and MiG-17s have already been confirmed.

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4. Comment. The Kniferest radar set was observed for the last time in the summer of 1954. The decimeter aerial near the Adcock direction finder was reported for the first time. Other statements on radio and radar installations are confirmed.

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5. Comment. The AA gun emplacement was reported previously.

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